NEWS BY TELEGRAPH.

NORFOLK, Fab. 11, 1854. The steamship Georgis, from New York for Aspinwal aday last, put in here last night in distress, having on the 9th inst., off Cape Hatterns, experienced a severe gale, which carried away her entire forecastle, stove the boats, &c

ady for sea again.

engers, declaring the Georgia to have been ussas worthy and rotten before she left New York.

There is much indignation among the passengers, owing to the impression that the steamship Onto has been sent

or, and every legal objection will be made against being Transferred to ber.
[They are laboring noder a mistake—the Empire City The despatched to their rental last evening]

ARRIVAL OF THE STEAMER ISABEL AT CHARLESTON, CRASSESTON, Feb. 10, 1854.

The steamship Isabel arrived this evening, bringing syana and Key West dates to the 8th lustant.

Considerable excitement existed at Pavrio Principe, in sequence of the removal of the audencia from that

The apprentice scheme created no excitement. A new secret police, consisting of 100 men, had been or canized at Hayana.

the Tacon theatre, at Havann.

Sugar was in good demand, stock in hand, 65,000 hbds.
Coffee was firm, with a large business doing. Molances course, and selling at 2% reals.
Freights had advanced, 25 being paid to Europe. Exchange on New York, 1% a 2 prem.

Marine Disasters.

FROM KRY WEST.
brig Meteor, of St. John, N. B., from Cienfaegos, ras totally lost on 25th January, on Pickles Reef. The sel was valued at \$20,000, and the cargo at \$25,000. The Spanish brig Dos Adelaides, of and for Havana Light, but was got off by wreckers, and arrived at Key West—her cargo, worth \$100,000, not much damaged The vessel was valued at \$10,000, and was considerably injured. Subvenerate described

the vessel was valued at \$10 000, and was constructed. Salvage not determined. The schooner Jos. H. Flanner, from Baltimore for New The schooner Jos. H. Flanner, from Baltimore for New Trease, ran ashore on Bird Key Shoal on the 26th; was assisted off by wreckers, and arrived at Key W sat uninjured. The captain had given bonds for salvage. The ship Republic, from mondon for Mobile, went sahore on 27th, on French Tesf; was assisted off by wackers uninjured.

wreckers, uninjured.

The schooner Mustage from New Orleans for Philadelphia, arrived on 5th, in distress.

The cargo of the ship Elisabeth Bruce still remained in the warehouses, in consequence of the absence of Judge Marvin. The west lightship was leaking, and would be removed for repairs.

The brig B. M. Prescott, from Baltimore, bound for oke, Maine, with coal, put in here leaking badly, and bowsprit ripped up. She will have to discharge and

Removal of the Georgia Seat of Government.

Charleston, Feb. 10, 1851.

The Georgia House of Representatives have passed the bill to remove the seat of Government from Milledgeville to Macon. The Speaker gave the casting vote.

We learn from the Southern papers that the loss by the

Jennings, the Murderer, Sentenced to be
Executed.

No. Haven, Feb. 11, 1834

Michael Jennings, the murderer of Mrs. Ethor Bradley, of New Haven, was this morning sentenced by
Judge Elisworth to be hung on the second Tassday of
July next. The young prisoner exhibited no emption
during a very sifecting address by the Judge alranugh
many of the spectators were in teats.

Name Rets.

New ORLEANS. Feb. 10, 1854

The sales of cotton during the week ending to day foot up 48,000 bales. Middling is quoted at Dc. New York sight exchange is at la 1½ discount. Freights are active. The Pacific's news came to hand this evening after

New Orleans, Fob. 9, 1854.

The sales of cotton to day were 12 000 bales, at itemer prices; good midding is quoted at 9% o. Molasses has declised to 16c. for prime. Fair augar sells at 3% o. Ohio floor, \$7 50 a \$7 75. Rio coffee is firm; the sales of the week have been 5,000 bags. Mess pork has advanced to \$13 50 a \$14 \$%; I have been 5,000 bags. Mess pork has advanced to \$13 50 a \$14 \$%; Sight exchange on New York 1 per cent discount.

I per cent discount.

CHERESTON, Feb. 9, 1854.

Cotton—Sales to day, 2,600 bales, and during the week, 8,600 bales, at prices ranging from 8: a 10%c. Midding qualities abow a decline on the week of Mc. The receipts of the week have been 14 500 bales, and the stock on hand

market is duit, and has a declining tendency.

**Lectter from Captain Pendleton, of the Ship Lucy Thompson.

[From the Phindelphia Americas. Fab. 9]

The following manly and characteristic letter has been received by John A. Brown, Esq., Chairman of the meeting of merchants held at the Exchange, in reference to the San Francisco rescuers, from Capt. Pendleton, of the Lucy Thompson, asknowledging the testimosial offered to him. It is, as it purports to be, the plain and unsophisticated expression of the "heartfelt thanks of a sailor;" and as such is such is not prefer to any mere fine writing that could have been employed on the occasion:

New York, Fab 4, 1854.

John A. Brown, Esq., Chairman, & C.—

employed on the occasion:

New York, Feb 4, 1854.

John A. Brows, Esq., Chairman, &c.

Draw Fir.—Your kind favor of the 21 inst, with a check for two hundred and firly deliars, cases to hand in due course of mail, and likewise a copy of the resolutions manimonly adopted at a meeting of the merchants and citizens of Philadelphia. Your marks of approbation for the services I rendered to the unfortunate passengers of the illitated steampship San Francisco, are very graiffying, and I am very desirous that you should return to the merchants and citizens of Philadelphia the heartfelt thanks of a sailor.

As one who can appreciate the many acts of liberally and kindress he has received from his countrymen, I felt it in my heart to thack God that it was in my power to relieve so many of my fellow beings from such intense sufferings.

Although a sailor, accustomed to hardships who has passed through many scenes of forcew, yet never did witness anything that could compare with this scena. It befies all description. The meagre counterances of the sufficers, their emanciated forms, with scarcely clothing anticient to cover them, can never be erased from my memory.

With your siff, it is now intention to purchase some

with your gift, it is my intention to purchase some handsome tokes, that will remain in my family, and will always be looked upon with pride and eleasure: and the more so, at it was the unsought gift of the merchants and climens of Philadelphis. I have the honor to be, gentlemes, your humble servant,

Capt. of the ship Lucy Thompon.

Capt. of the hilp Lucy Thompon.

Final Scttlement of the Difficulties at Eric.

[From the Eric Constitution Feb. 8]

We are happy to inform the public that we have got back to the basis of law and order. Good men of Harborcreek said they would protect the railroad from violence. They said so, not as is asserted in the Gazette because they feared railroad men were anxious to have violence committed. It is too absurd to speak of with coolness to suppose that railroad men have not suffered enough already, and would try to make trouble so as to get on a military force and men have open war. We can't thick that the guards feared anything, but the destruction of the road from the same men that destroyed it before at nightly convocations. We think that the people who said they would not destroy the road, would disconntenance its destruction and guard it from violence, had concluded that there is a better way, that law and legislation would protect their rights or they could not be protected at all. The four feet ten inch track is laid down from Eric to the New York state line, in accordance with the order of the United States Court. This is right. The gauge law was repealed, and when the court said the law permitted the company to change their gauge and that they would protect them in it, courts and governments would have been destroyed it it had not been done. People look at it now calmly, and say they will not be longer the issue of the sustaining such policy. Let us keep to regular ways, and then discuss our policy with cander and courtesy.

New Books and Music.

A book that has been much needed is a text book of homeopathy. Dr. FRELIGH has just published one under the title of "Homeepathic Practice of Medicine," which appears to be concise, full, and philosophical. It is published by Lauport, Blakeman & Law, and is well spoken of by the faculty ... OLIVER BYRNS, of Philadelphia, has written a po pular treatise on mechanics published by De Witt & Davenport. We have no doubt that it will prove useful to students .- A little work on the electric telegraph, comprising most of the information contained in the English tract by Highton, and Dr. Turnbull's lectures, and giving a better account of the House printing telegraph than either, will fill a vacuum in our manuals of machinery and inventions.-Apropos of telegraphing, we have received a dictionary of phrases comprising most of the quessages, and designating each by a numeral: calculated to save time and expense in telegraphing. It has been compiled by A. C. BALDWIN, and is published by Barnes.

A very short and superficial history of New York has been written by Prof. A. Davis, under the title of "History of New Amsterdam." The work has been better done.

Hoa. LUCIEN B. CHASE, the author of an interesting history of the Polls administration, has written a work called "English Seridom and American Slavery," in which, in the form of a story the evils of voluntary servitude are shown to be fully as great as those of negro slavery. The publishers (H. Long & Brother) have not done their share of the work creditably. The paper is bad, the printing

the work creditably. The paper is bad, the printing slovenly.

"An Attic Philosopher in Paris" is a translation of a very witty book by Emile Souvestre. We fear that the brown paper cover, and economical form in which it has been got up, will militate against its success. Messrs. Appleton do not often err in this particular. Apropos of the "Attic Philosopher," why should not at least halt the very witty, light, readable backs which appear daily in Paris, be translated and issued here, perhaps with a few wood cuts, in a cheap form? We have no doubt that they would have a large sale.

cheap form? We have no doubt that they would have a large sale.

Mr. Peterson's brown paper literature is improving. We do not wish to be understood to say that Mr. Peterson's conscience is becoming more tender, or his love of stealing less dominant: in these particulars his love of stealing less dominant: in these particulars he is unchanged, as British writers know to their cost. His last piracy has been D'Israeli's well known novels, "Venetis" and "Henrietta Temple." But the paper and typography of both of these is better than Mr. Peterson's usual fare; from which we may safely infer that he is fattening on petty larceny, and thriving on the spoils. We cannot say as much for "Annie Vincent." (Bunce & Brother) which compares well with the worst that we have ever seen in this line.

We have received a copy of Voorhies' "Anuoted

and thriving on the spons. We cannot say as much for "Annie Vinceat," (Bunce & Brother) which compares well with the worst that we have ever seen in this line.

We have received a copy of Voorhies' "Annoted Code." This work, which in a very brief time ran through three editions, is unanimously admitted to be the most useful to the practising lawyer of any of the many commentaries upon the Code. But since the publication of the third edition numerous important questions have been decided, and several new rules of court adopted, all of which have been collected and arranged in a supplement recently published by Mr. Voorhies; by me aid of which hose possessing a copy either of the second or third edition of the "Annoted Code" will be in possession of all the decisions and rules up to the present time.

"The American Law Register," a monthly journal contains essays on legal subjects, reports of recent decisions, and miscellanea interesting to lawyers. The February number contains an interesting and important article on the subject of children of American citizens born in foreign countries.

We have not yet received our usual serials. Harper's has not come to hand. Putnam's is before us, and we think the number one of the best we have seen. The article on Dr. Veron is just the sort of article we should imagine would be popular with the readers of the magazine. That on Greek customs is heavy; but the Life of Washington is an able performance, and several other papers, which we have not space to cummerate, are interesting and readable.—Grsham, though in general as wishy-washy as usual, contains one or two fair articles, and we suspect the caricatures at the end are original. We welcome the improvement.—Stringer & Townsend's reprint of the "Practical Mechanic's Journal" contains as much, and apparently as useful matter as ever.—Appleton's Mechanic's Magazine' is dead, and has been succeeded by the "American Polytechnic Journal of Science," which, on a cursory glance, appears an unworthy successor to a valuable periodic

the drawing room; as it is easy to execute, well adapted for dancing, and very pretty and original as a composition. It is published by Horace Waters, who has likewise issued "Love's early dream," "Let us speak of a man as we find him," "The old Oak tree," and other pretty songs. Mr. Welzel of Brocklyn continues to publish his "Music for the Million!"

Million," &c.

The annual gift plate of the Albion is a print of Landseer's "Return from hawking," executed with the skill and finish which usually mark the Albion's plates.—Mr. Geo. S. Appleton has sent us a print of the landing of Commodere Perry's men in Japan. The subject is interesting, and the drawing fair; but the color gives a tawdry appearance to the picture.— A lithograph of a monument to the Street Inspector is funny and opportune.

New York Ophthalmic Hospital.

We have received the First Annual Report of the Sur-geons of the New York Opthalmic Respital, for the year 1853. The objects of this corporation are "to give, gra are afflicted with diseases of the eye, and are anable, through poverty, to procure the services of a physician or surgeon." It was established under the patronage of such clergy as Heary Anthon, Spencer H. Cone, Thomas Dewitt and Stephen H. Tyng, and by such other men as M . Stephenson, Stephen Allen (since decreased), James korman, A. C. Kingsland, Elijah F Purdy, Caleb S old, made to this institution, have fallen far behind the ciual amount of good it has done.

According to this report, though the hospital has been according to this report, though the hospital has been in operation but a twelve month, some 200 patients under various diseases of the eye have been received in it, of which 203 have been discharged quied; 180 have been relieved; 43 incurable; 12 declined treatment; 7 removed to Bellevue Hospital; 67 result unknown; 475 remaining under treatment. Of these patients, 515 were born in Ireland, 231 in the United States, 57 in England, 18 in Scotland, thirteen in Germany, one in Denmark, two on Switzerland, and six in Canada. The large proportion from Ireland is suggestive of another sad commentary upon the brood of other misfortunes to which the com from Ireland is suggestive of another sale dimension in the brood of their misfortunes to which the combined crils of political and religious oppression, ignorance and destitution have reduced the mass of that unhappy people. More than ball of all the patients of this optimistic hospital are natives of Ireland. It is but another item in the general account of their sorrows and their wrongs. But let it be set down to the credit of this hospital, that hundreds of these patients for diseases of the spital, that hundreds of these patients for diseases of the spital, that hundreds of these patients for diseases of the spital, that hundreds of these patients for diseases of the spital, that hundreds of these patients for diseases, from his inability to fee a competent physician.

This hospital descripts the patronage of the city and State, and the attending surgeons modestly submit that they are entitled to a building of their own. Let the public judge from their works.

Among the officers of this institution are Caleb 3, Woodbuil, President, Elljah F. Pardy, Vice President, Banedict Lewis, T.casurer; Williams B. Davison, Sarrelay, The consulting surgeons are Dr. Valentine Mott and Dr. David L. Rogers; and the two active attending surgeons are Dr. Mark Stephenson, No. 167 East Four-seath arrest, and Dr. John P. Garrish, 546 Houston street, both thoroughly competent physicians, of which their large general private practice is the best evidence.

As a valuable addition to our public charities, we commercial this charity hespital for diseased eyes to the patronage of the city and the State.

SUPREME COURT JUDGES OF ALABAMA.—In Montgomery, Ala., on the 1st inst., the Hon. W. P. Chilton was elected Supreme Court Judge without opposition. The Hon. George Goldthwaite was elected over Lessne, of Mobile. The vote stood—Goldthwaite, Sci. Liesene, 36. Samuel F. Rice was elected to fill the vacancy occasioned by the resignation of the Hon. D. G. Ligon, which takes effect on the 1st January, 1855. The ballot stood:—Gifect, 65; Phelan, 55; Leesne, 5. The vote was very close, Rice carrying by barely one majority.

An establishment for the manufacture of oil from the section seed, has been started in New Orleans.

MILITARY COURT OF INQUIRY ELLATIVE TO THE LUSS OF THE STEAMSHIP SAN FRANCISCO.

The con vt met yester lay morning at half past 10 o'clock, pursuant to Fricay's adjournment Present all the members, t. Weither with Major Gates and Captain Snields, his sonned.

members, it webber with Major Sates and Captain Shielis, his someol.

The record of the preceding day was read to the court by Major Lee, the Judge Advocate.

Captain Seney B Judd. Third Arillery, witness for the Unite States, con Saned his testimony:—

Q. Were orders for the issue made by the commanding officer, Calonel Gates, and imparitaily enforced? A I heard no such orders, threely four Colonel Gates, but there was an order or un, watanding for short allowance.

Q. Why had charge of the day of the food, and the captain of the ship of the water, at first, but I insisted that he case of the water should be taken from the captain of the ship of the water.

Q. Did you report the matter to, bil Gates, and hadyou his orders or authority to take chair was of the water? A. No.

Q. Were impartial issues made of the food and water?

Q. Were impartial issues made of the food and water?

Q. Were impartial issues made of the food and water?

Q. Did you report the matter to, "of Gates, and had you his orders or authority to take cha; we of the water? A. No.

Q. Were impartial issues made of t, we food and water? A. The largest rations of bacon and t read by far were issued to the crew of the ship; I am not able to judge of the impartiality of the other issues as I mily made them when I was officer of the cay; then they, were impartial, so far as I could make them; the women, and children and invalids, were the exceptions, if any.

Q. Did any matter of neglect, disorder, or irregularity occur on the Kilby, to your knewledge, which could have been prevented by Ool. Gates? A. The arran, weneant for cooking, for parching carn for tile men, for a veek, were not regular; this perhaps might have been regular; this perhaps might have been regular; this perhaps might have been regular; this perhaps might have menter or see ject for the, or was little least he could do? A Setter a transements might have been made, and afterwards were 'made, for the uniform parching of corn for the whole com mand.

Q. What was the number of the chement on the Kilby? A. I think about forty-fire mer.

Q. Of what sompany were they? A. I think of different companies.

Q. Want officers for duby with them? A. Col. Gates; and Capts. Gardner, myself, Lieuts Framont, Losser and V an Voast; f will add here that for a long time previous to the separation from the shan Francisco I had been an inval. d and in a feeble state of health; capt Gardner was als? an invalid; I cid not report sick, thinking it necessary that every man should exert binself.

Q. Did these officers take charge of the details in turn?

A. All except the commanding officer took their turn as officer of the day.

Q. Were the detective arrangements you have alloaded brought to the notice of the commanding officer, and, if yes, were they corrected? A. I do not know if they were brought officially to his notice. But they sere corrected.

to stronght to the notice of the commanding officer, and if yes, were they corrected? A Hot on those if they were brought officially to his notice. But they sere corrected.

Lieut. James Van Voast, of the Third regiment of Artillery, sworn.—Q. Where were you on the staemer at the wrick? A In the lower after cabin.

Q. When were the first instructions given to the commanding officer in regard to adding the officers of the ship by working parties from the troops; and was or not this aid furnished as soon as needed or applied for? A. I heard no its from tone given by the commanding officer.

Q. Did you receive any instructions from anybody, if a term whom? A The only instructions I received were from Major Wyse, after the wrick, with one exception—an order to board the Kilby—from bleut. Fremont, as adjutant.

Q. What became of the men from the Kilby for the ship Lacy Thompson those that remained on the Kilby were taken to Boston, about reventeen of them; the men that game on the Lucy Thompson were left there with me, and brought to Sedlow's Island on Mooday; the officers, except myself, left the Lucy Thompson in the steaming on Saturday night.

Q. What orders did you receive from Col. Gates for the care of the men? A. I received no orders from Colenel Gates in regard to the care of the men—those he left on the Kilby, he left the kilby without giving any orders to me; I was the only officer left there.

Q. Why did you remain with them? A. Decauss I thought some officer englit to remain with them.

Q. Do you must that you had no orders where to take them or what to do with them? A. Pecauss I thought some officer englit by remain with them.

Q. Do you must their work and orders where to take them or what to do with them? A. Decauss I thought some officer englit by ment in the was a measure sent over that the last but was gaing, and that they were going to take more men the Kilby to the Lucy Thompson without say orders; fatyed on board the Kilby until there was a measure sent over that the last but was gaing, and that

Q what instructions did Col Gates give in reference to the detachment on the Lucy Thompson when he left them? A. Col Gates went on board the steaming with-out leaving any isstructions; I went to Col. Gates as he was leaving and asked whether I should stay with the troops or not; he said yes. Q. Was the Kilby considered means when the passen-gers were transferred to the Lucy Thompson? A. Yes. The Jucke advocate said he had no further questions

to ask the witness.

Cross examined by Colonel Gates—Q. Did you not go to Col. Gates to ask to go on the steaming, and did he not tell you to remain with the men, as they would be more comfortable on the ship than on shore? A. No, sir. I did mention to Col. Gates about the men going up that right; he at first said they could go, and again said they could not go, and changed several times; he did not detail any officer to stay with them, or to take command, to my knowledge.

Captain J. W. T. T. Gardiner, sworn:—
Q. With what part of the broops that were sent in the San Francisco did you embank? A. A portion of the Third Artillery, in the afternoon of the Zist of December; I don't recollect the size of the discharment; the boat was a small tug, and was cro-riced.

Q. Under whose command was the detachment? A. Colonel Washington was the senior officer.

Q. So far as you saw the embarkation of the troops, was it conducted in good military order? A. I think not.

Q. In what respect? A. The men harried on board the ship—the Ean Francisco—without croser.

Q. Was Colonel Gates present? A. He was not.

Q. When did ha arrive? A. In the latter part of the afternoon, or taily is the evening—I am not certain which.

Q. After the wreck, and when the ship was disabled and in a dazerous condition, were you can't be prevented.

afternoon, or taily is the evening—I am not certain which.

Q. After the wreck, and when the ship was disabled and in a dangerous condition, were you near the person of Ceknel Gates? A. I was, very frequently.

Q. Where had you been quartered before? A. In the upper valoon of the upper cabin.

Q. Why were you afterwards in the lower calous? A. Because the upper cabin was washed entirely away, and I went into the lower cabin as the only asfe place; I was injured in the upper cabin, and attuned by the blow; when I recovered I went to the lower.

Q. How long did you remain near and in observation of Colorel Gages? A. From the morning of the 24th until the morning of the 25th until the morning of the 25th until the morning of the 25th until

the morning of the soin of December—many an in-time.

Q. What was the Colocel's compation during that time? A. I heard him give no orders relating to the ser-vice; I did not see him do anything; I heard him order the servants of the ship and the soldiers to bring food and water.

the servants of the ship and the soldiers to bring fool and water.

Q. Do you consider that there was any necessity at the time for orders to be given by the commander of the troops? A. I think there was, as far as I could see there was an inter want of system; a number of soldiers were in the eabil, who were turned out by the negro steward of the ship to work the pumps; all that was cone by the officers of the ship was cone on their own responsibility.

Q. The witness speaks of several soldiers having been turned out of the cabin by the steward; was it done in the presence and besting of Col. Gaies, and what did he say ar do in the matter? A. Col. Gaies, and what did he say ar do in the matter? A. Col. Gaies may present and took to notice of it; he was present atons time; I know he was present at one time; I know a that time; the Colonel had called for water to be brought.

Q. Did you hear Col. Gates make any statement to men or officers with regard to leaving the ship? A. I did.

Q. What was the attement A. He said, "I shall be the last man to leave the ship."

Q. What was the acception of his saying sof A. I do not know.

Q. What was the acception of his saying sof A. I do not know.

Q West was the occasion of his saying so on thoow.

Q. When was it said? A. On board the San Francisco on the marning of the 38th of December.

Q. Have you a further statement of feets to make within your knowledge, while on the San Francisco, showing neglect or want of the levy on the part of 604 Gatas.

A. Nothing but the age of his leaving the ship before his amounted.

command

Q in your judgment could be then have foreseen that
he would be reparated from his command, and that the
t assist to the Kiby would be interrupted? A. I do not
believe that any one supposed that the transfer would be

then issued the a vier to him, and some time after to the mee.

Q What orders, while on board the Kilby, did you receive from Colonel Gates; A. No orders, except to farmish him with food and wat Y.

Q. Saste the facts in regard to the transfer from the liby to the Luoy Thompson, and stake what part Colonel Gates took in it, and what orders he gave in regard to it.

A. I heard him give no orders what, wer in regard to the transfer; I raw him leave in the first Nost that left with passengers; when I left the Kilby Lieu, want Yaw Yosat was the only officer on board of her; when I get on board the Lucy Taompson I said to Colonel Gates that Van Vosat was left with three of his men, and that he was to remain there with them; the holonel said to the that it would be another feather in Van Yosat's cap, or words to that effect.

remain there with them; the Colorel said to hie that it would be another feather in Van Vosat's cap, or words to that effect.

Q. The winess speaks of an extra quantity of water insued to Chonel Gates—how extra, and to what sinudard does he refer? A. To the standard of what was issued to the other officers on board.

Q. Was not a greater measure of water given to heads of families, and in proportion to the number of members in the families? A. Each head of a family gut the number of rations to which he was entitled; during the last few days there was not so much strictses in limiting the quantity of water—I mean the last few days that we were on the Killy.

Q. Then in speaking of the extra amount drawn by Colonel Gates, you make allowance for the number of persons he crew for? A. I do; he draw more than the number of rations to which he was entitled to by his family.

Q. What was the food ration, and what did Col. Gates draw? A. The food ration varies; at first it consisted of one sea hiscuit and a small piece of bacon; it was the reduced to half a biscuit, and then the biscuit was stopped altogether, except for the sick and the islan; its place was a supplied with corn either holded or reasted; whenever I was efficer of the day Cal. Gates got the same pations as the others; be had in addition a soldier employed in pounding corn or grinding it, to make bread for him, a part of the time.

Q. Could others use the cern? A. The corn bag was open, and every one could take the corn that plaked, but there was not room enough for all to cock at the galley.

Q. Were not the ladies and children on beard the Kilby at that time reduced to the nearestity of living on the boiled corn? A. Not wholly; they did not get enough other food to sustain them, but they got some other food.

Q. Was there proper order and method observed in the cookies for the troop.

other food to sustain them, but they got some other food.

Q Was there proper order and method observed in the cooking for the troop? A There was very little that I saw, and I was at the galley frequently.

Q Was this brought to the notice of the commanding officer, or had be an epportunity of knowing it? A. I do nor know whether it was brought to his notice or not; he certainly had an opportunity of knowing it if he wished to, or had made any inquiries into the estace of the troops.

Q. Did the troops suifer materially from the want of order at the galley? A I think they did.

Q. Did you as officer of the day, or did any other officer or the day, to your knowledge, receive any orders or instructions from the commanding officer in regard to making proper arrangement to preserve order at the galley? A. I did not; nor did any other officer, to my knowledge.

Q. Did Colveel dates give any orders or any perional attention to the transfer of the troops or stores? A. None that I know of.

Q. What means had you of observing his orders personally? A. I was near to him nearly all the time from the morning of the 24th to that of the 29th, but I saw very little of the transfer of the troops, being in the cabin and unwall; ston after going on board the filtry, the sergean had see askited to the troops, being in the cabin and unwall; ston after going on board the filtry, the sergean had see askited to the golier, as the most confortable piace I could be put in at the time; I remained there till after dark, and then went below into the hold.

Q. Shat means had you to observe his orders personally? A. I havely saw the Colones then; I might have seen him one or twice.

Major Francia Wyse sworm—Q. After the wreak of the San Franciac certain officers were disabled? A. Yea.

Q. What was your rank among those was remained on duity? A. Next to the commander.

Q. When was your rank among those was remained on duity? A. Next to the commander.

Q. When, after the wreak, did you resolve orders from him to give all to the efficers of the ship by working parties? A I never resolved any such order or instruction from Col. Gates; I asked him on the 24th to permit me to order officers into the eegite room to superintend the balling party; he told une—"Very well, do it;" some had done so of their own accord, and did very good work, but some did not and therefore I wanted authority to order them.

Q. Were details for this or any other work made by the commander or by his orders? A. Not that I am awas of.

Q. Were details for this or any other work made by the commander or by the coders? A. Not that I am awas of.

Q. Were details for this or any other work made by the commander or by the orders? A. Not that I am awas of.

Q. Were details for the objection sustained by the Court. The Court them adjourned to half past ten on Monday morning.

The Broomer Friends - The public were informed some time since that the Union Ferry Campany had purchased all the ferries between this city and Brooklyn and the people were rejuding at the prospect that under the new regime the ferries would be better conducted than they had been previously, and that persons building commutation theats, whatever part of either city they might be could choose the nearest ferry to cross the water, without shing salighed to additional expense. But now that the Union company have succeeded in precarring a complete monopoly of the ferries and ferry privileges, they are about to open upon the public a series of annoyances, which in the end cannot fall to prove highly distrimental to the city of Brooklyn. It is their intention, we understand, on the lat of May next to cease issuing commutation theats, which have herefolder gives such general satisfaction, and the purchase of which has been a privilege so long enjoyed by persons who have been in the babit of crossing between this city and Brooklyn, that the above announcement will, we doubt not, cause considerable surprise, and result in organdering a vast deal of just fadigination. What can be the motive of the company in this determination to cut off a fraunding aven at a loss to determine, and we shall be glad to hear them define some reason for their decision up in a movement which cannot but be unpopular, and which will cause the act to be stigmatized as a contrage.

be unpopular, and which will cause the act to be sig-matized as an outrage.

There is another fact in connection with the Union Ferry Cempany, which we may as well mention. It is well known that the interests of all the stochholders of the company and lesses of the ferries lay in Brooklyn, and that they have not the most remote regard for the prospectly of New York, except so far as the latter city furnishes travel between the two places. Now that they have recursed their ferry privileges, the shortest of which runs eight years from the let of May next, and fearing that they will be outbid at the next lettings, they are striving before the supreme Court to get the right of New York city to grant such privileges annulled, and to gain for themselves a license to run their boars and co-cupy the silps for all time to come free of charge, or by metely paying a norsinal wharfage fee. Of this little movement, however, we have no fears of the result.

movement, however, we have no fears of the result.

DEARH OF AN ACTOR—Mr. Henry Hunt, an actor and realts, well known in New York, died in this city on Friday, aged 16. Mr. Hunt was a native of England, and made his first appearance in New York at the Park Theatre in 1838. His last segagement here was at the Lyceum, under Brougham's meagement. His funeral is announced to take place at one o'clock to day, from the Star Hotel, Lispenard street. As nearly all the members of the theatrical profession for the city will attend the funeral of the late. H. E. Stevens, which takes place about the same hour, and as the remains of hote age to be interred at Greenwood. It would seem proper that the obsquies of both should be joined, so that due respect could be paid the memory of each.

Senous ACCORDERS — Friday night, about a quarter past

A CHUR KHIMD BY ITS MOTHER. -We noticed vesterday

A CHURC KILLAD BY ITS MOTHER.—We noticed yesterday the streat of a German woman named Maria Durhes, residing in Station sixest, charged with violently assaulting her child-four years of age-with a hatenet, indicating severe injury, since which time the child has died, and Coroner Hilton will hold an inquest or the body this day. The mother of the child is believed to be insane.

First —A fire consurred at half past I o'clock yesterday morning in the new building No 4 Murrar street, caused by fire in the besters in No. 2, the building adjoining Put out after a little damage was done. MAINS STATE PRISON .- Twenty-one convicts have

Mars State Paison.—Twenty-one convicts have been received during the past year—the number discharged by expiration of scatence is nineteen, by pardon, six. The number remaining is sixty-nine, four less than the year previous, and eighteen less than April 1, 1851. The following is a list of crimes for which the present convicts are sentenced:—Larceny, 45; argon, 2; barglary, 2; forgery, 1; murder, sentence commuted, 1; murder, 1; murder, second decree 1; mandagapher, 5; rane, 2; adultance. der, sentence commuted, 1; murder, 1; murder, se cond degree, 1; manslaughter, 5; rape, 2; adultery 2; assault with intent to ravish, 3; robbery, 1; shop breaking and larceny, 3. Aggregate, 69

THE GREAT FIRE AT NEW ORLEANS.

NEARLY FORTY LIVES LOST.

Six Steamboats and Other Property Burned.

LOSS NEARLY SIX HUNDRED THOUSAND DOL ARS.

THRILLING SCENES AND INCIDENTS.

Between Sand & clock this morning the inhabitants of the appeared of the town were awarened by the utual alarms sounded on the breating out of a first. Those residence in the scene of the commoning disease. It is not the scene of the commoning disease and the scene of the commoning disease and the firms outlined to the clock of Julia and St. Joseph afrects, near the firms outlined to speak with irrelays, and the firms with their explies, were soon on the spot, and as the flames continent to speak with irrelays, and the firms with their explies, were soon on the spot, and as the flames continent to speak with irrelays, and the whole the second of the flames had commenced on board the Charles. The flames had commenced on board the Charles, will be designed to the second of the

ly reported to have escaped. Two deck hands, however, are added to those who are positively reported to have been lest. The report of the wife of Captain Leathers having been kest, we believe to be unfounced.

Some of the books and papers, and also the valuable latters, of the Carles Belcher, were saved. The pansengers, however, lost all their lungare.

The Natcher had arrived here only vesterday, with some 3 600 bales of cotton on board, of which at least 1,500 bales yet remained to be discharged. The shoke an had a large and valuable orgo, and was to have left this morning for the Tennesses river. The Crescent and lish Tona had discharged most of their cargoes. The Saxon was loading for St. Louis, and had about one haif of her cargo on board. The Antelope, Captain Brown, and the Texas steemship Louislams, were in considerable danger, but fortunately eccaped without any injury.

The loss is variously estimated at from half a million to a million. We think the former figure nearest the actual mark.

cargo on board. The Antelope, Captain Brown, and the Tras steamhip Louislans, were in considerable danger, but fortunately eccaped without any lojary.
The less is variously etimated at from half a million to a million. We think the former figure nearest the actual mark.

The Charles Belcher had on board 165 bales of cotton, and 521 hhds tebacoo.

ADDITIONAL PARTICULARS.

(From the New Orleans Prosyume, Feb. 5)
Since our account of the great conflagration of year-day meraing, which we gave in our last evening's edition, we have gathered the following corrections and addition if particulars. One of the most difficult laquiries to be accepted to any reliable source.

James Leathers, the brother of Clipe Leathers, of the Natcher, is not to be found, and it is feared that he was hurned up on board of that boat.

The mate of the Natcher, is said to be missing.
The chambermish, her child, and the pastry cook, belonging on board of the Natcher, are said to be lost.

One white man was seened by the hair, while he was in the water, by persons in a boat. They let go their hold and the man was seened with.

This teen segres belonging to Mr. Waddle, fire negroes belonging to Mr. Carnon, and three negroes under the charge of teen. Miller, are supposed to be lost, as they had been missing all day vesterday. These twenty four slaves were all on board of the Gaales Beinhar.

A man, whose same was naknown, yesterday morning evemed to be overwhelmed with grief, as ne said that he had lost all of his property and his friends by the disaster.

A miss move seems was naknown, yesterday morning evemed to be overwhelmed with grief, as ne said that he had lost all of his property and his friends by the disaster.

A men whose same was naknown. He stated that he had been to weak to make his voice heard amidst the great noise and confession.

The police boat of the First district, which was under the charge of officer Wendover, did great service. The crew of the boat award may for her was lost.

Many of the passengers lost nearly all their

at evening:— The Saxon, Captain Kercheval, was to have left for St

The Saxon, Captale Kerchaval, was to have left for St. Louis last evening. She was valued at \$23,000, oraced by Yanak Johnson and J. O. Shannon of this city, insured to Louisville for \$14,500. Her cargo, principally dry goods, was valued at \$50,000.

The Carries Belcher cost \$98,000; insured in St. Louis for \$80,000; owned by Cutter & Valuetine of St. Louis, cargo valued at \$200,000.

The Carries Belcher cost \$98,000; insured in Chair cargo valued at \$20,000.

The Crescert, Capt. Yanus, was to leave yesterCay afternoon for St. Louis, Value, \$22,000; insured in Chair nati for \$10,000; owned by the Captain. Her cargo was valued at \$35,000.

The new Natches, (packet,) Capt. Leathers, valued at \$85,000; insured in Chair leaves at \$25,000.

The new Natches, (packet,) Capt. Leathers, valued at \$85,000; insured in Chair leaves at \$25,000.

The new Natches, (packet,) Capt. Leathers, valued at \$85,000; owned by Capt. Leathers and T. C. Holmes of this city Cargo worth \$100,000.

The Lish Tune, Capt Haygood; owned by Hewitt, Now & Ca. of St. Louis and the Captain; worth \$30,000; foreured to St. Louis for \$20,000. Books and papers saved. No car go on board.

The Mohican Capt Irwin; owned on Tennosess river; valued at \$40,000. The bark Ivanhee; owned by Smith & Shotwell of Louisville; cargo consisting of up country produce; was injured in Louisville for \$30,010.

It will be seen that none of the boats were insured in this city.

ies. waised at 16,000.

The bark I ranhous coward by Smith & Shotwell of Louiselic eargo consisting of up country produce; was inverted in Louiselic for \$40,000.

It will be seen that none of the boats were insured in this city.

Capt. Carlie, of the attended that the country of the captain and the street, has called upon us, and states the fellowing particulars of the origin of this lamentable deserved.

The Charles Belcher, which is one of the largest boats on the inver, arrived from Nashville at the colock on Friday evening. The passengers, (about fifty in ourney, yennalmed on board to sleep. The captain and life. Carlie, with an infant child, retired to rest, in the captain's room, in the hurricante feets, about the o'clock. A about foot o'clock, they were awakened by an alarm of fire which; was given by a "entileman who was altiting ap in the cabin. Capt. Carlie immediately rose and went bolew, and found the wood oils, on the after guard larboard side, on fire. It being found impossible to bring the house to bear upon the bu, noing wood, an effect was made to extinguish it with break vis. But no impression could by made upon the configure, on by this messa, the finance appreciation of the fire to the flower of the control of the fire to the flower of the fire to make the cabin flower acre, and from that, ucumen the work of destruction was as rapid as so be more, troined, organization of the fire to make the cabin flower of the fire to communication of the fire to the flower boats, and their consequent feets, the two products with the lower of restlyth, the, have already been given.

Capt. Carlies appresses his ufter inability of the fire to the flower of the fire to the flower of the fire to the flower of the fire to be the flower of the fire to the flower of the fire to the flower of the fire to the captain. The fire much have been kindled from the out-rise of the fire and the flower of the fire to the captain of the fire to the boat. The fire much have been kindled from the out-rise of the flower of the

ALBANY, Wednesday, Feb. 9, 1954.

Great Poultry Thom-The Coup d'Etat of the Shanghass-

First Exhibition of the State Society.

The great show of the New York State Society for the

not a few of the hards and softs from the Siate House peep in to early the company of more honest cravers that they who haver around the grambers of our Senate and Assembly.

The display of Asiatic fowls is truly magnificent; some of the birds are superior to any that I have ever seem, and averal chicks, weighted by the jedges this afternoon, were found to draw twelve pumds a piece. Of game fowls the varieties are very choice. Of black Spanish ditto; and the bentams, and Borkings, pigeons, and rat terriers, case the heat.

Canal Enlargement.

Canal Enlargement.

A meeting of the triends of the canal colargement took place at Lockport on the 7th inst. An address was adopted, and the following resolutions unanimously passed:—Resolved, That in our opinion the time has arrived when the great question of the internal inprovement policy of the State is to be settled for good or for ill—and that the enlargement of the fire canal depends entirely upon the result of the coming election in regard to the constitutional amendment submitted to the people. Resolved, That experience beachs that every year's delay in the recommencement of their work hazards its completion—new avenue of trade are opening, rival analog mistical competitors for its business are springing upon the resonal, instead of State aggrandisement, and that the time wil soom comes, if it has not already, when a combination of these interests will present such obstacles that no efforts of the wise and particular distributions that the sum of the sum of

CHANGE OF GATCH OVERCOME. THE ERIS FOLKS IN AMAZEMENT.—By a new arrangement of car wheels, they can be accommodated to railroads of different gauges. The Cleveland Herald mentions the arrival in that city of a train of eleven cars, freighted with hogs, which were loaded at Indianapolis, and transported in the same cars from Indianapolis, and fifty-four miles over the four feet eight and a half inch gauge, to Muncie, and thence 227 miles over a four feet and ten inch gauge to Cleveland.